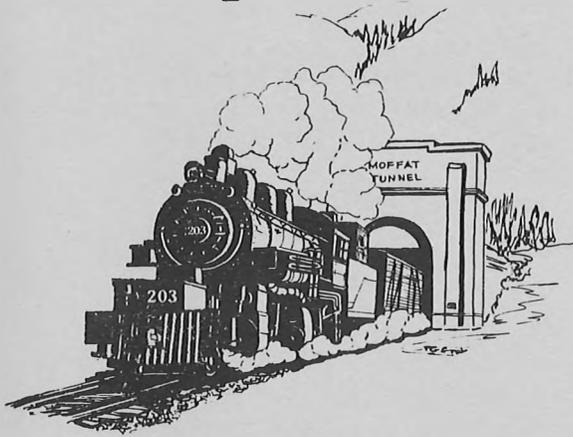


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
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Denver, Colorado 80201
No. 247

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

Editor Neal A. Reich
Contributing Editor . . Darrell T. Arndt

MEETING NOTICE: Date . . . Tuesday, April 8, 1980
Time . . . 7:45 P.M.
Place . . . Southeast wing of Christ Episcopal Church, 2900
South University at Bates. Off-street parking
at rear (east) of meeting hall. Please use
building's south entrance.

PROGRAM NOTES: AN AMERICAN RAIL TOUR, 1941-1976

In 1941, the father of Rocky Mountain Railroad Club member, Al Dunton, toured the United States on the passenger trains of some 20 railroads. Mr. Dunton spent four weeks traveling 10,500 miles, during the era that saw the beginning of the end for the steam locomotive, with the introduction of diesel power. In 1976, Al and his wife made a similar trek, traveling mostly on Amtrak, and covering 11,500 miles in two weeks. The April program, "An American Rail Tour, 1941-1976" will feature pictures from both trips. Since these journeys covered the nation from coast to coast, and were made on the widest variety of railroad equipment imaginable, it should be a most entertaining and enjoyable evening.

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An hour of breath-taking color photography and entertaining narrative by Bob Stull thrilled the standing-room-only crowd at the March meeting. Bob's "Railroads to Alaska" presentation drew on the interests of all in attendance, with spectacular scenic views, interesting railroad shots, an abandoned Alaskan railroad, and a visit to a remarkable ghost town. Kicking off with a visit to the British Columbia Forest Museum on Vancouver Island, B.C., the action soon moved on to a beautiful ride on the narrow gauge White Pass & Yukon. Bob then presented a look at operations on the standard gauge Alaskan Railroad. Interspersed throughout these pictures were scenes of the great natural beauty of Alaska as well as those of the boats and ships that travel the Alaskan waters. A fitting finale to a most memorable evening, was then presented with a look at the abandoned Copper River and Northwestern Railroad and the remarkably preserved mining town of Kennicott.

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A COMMITMENT has been received from the Union Pacific Railroad for the club's July 26 excursion with UP 8444. A brochure has been mailed with this newsletter, giving all details on the Denver-Sterling round trip. The UP will, once again, provide their first class passenger equipment, including baggage car and lounge car, to help make the day more enjoyable for everyone. As seems to be the case with everything these days, the price the railroad is charging the club to run this excursion is up from last year. The cost to the club of nearly \$17,000 raises the fare to \$48.00 per person for the ride.

As reported last month, Ed Gerlits has been working with the railroad on the possibility of running this trip to a destination other than Sterling. However, the UP has cited operational difficulties in denying the club's request for an excursion on the KP line, and at this time will not consider a trip on the Wyoming Division main line.

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IN OTHER TRIP NEWS, plans are in the mill for a ride to the summit of Pikes Peak on the Manitou and Pikes Peak Railway. Also in the mill, is a hike on an abandoned railroad grade, and a work day on the club's equipment at the Colorado Railroad Museum. And the Trip Committee is striving to put together another two or three day rail trek with a visit to the Old Settlers & Threshers Reunion, at Mount Pleasant, Iowa, heading up that list.

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A FINAL REMINDER of the big book drawing to be held at the April meeting. First prize is a copy of COLORADO MIDLAND, by Morris Cafky. Second prize, is a copy of the MEMORIAL EDITION of DENVER, SOUTH PARK & PACIFIC, by Mac Poor. All proceeds from the drawing go the club's equipment fund. Chances on both books are only \$2.00, and you do not have to be present to win.

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THE SILVERTON TRAIN will be operated again this year, by the Denver & Rio Grande Western Railroad Company. Delays in the final Public Utilities Commission approval of the sale of the line to Charles Bradshaw have all but eliminated transfer of the property prior to the start of the 1980 season. Under terms of the purchase agreement between the railroad and Mr. Bradshaw, transfer of the narrow gauge line would be postponed until November 1, 1980, if the transaction was not completed by March 27. The Rio Grande plans to begin operations on May 24, and will run through October 5.

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THE PLEASURE OF TRAVELING "THROUGH THE ROCKIES, NOT AROUND THEM" was enjoyed by a spirited contingent of club members and friends over the weekend of February 23-24, via the Rio Grande Zephyr. Following an on-time departure from Denver Union Station, it was a full time "job" taking in the scenery, enjoying the distinctive atmosphere of the dining car, and just visiting with other passengers. Although weather conditions are immaterial when riding the RGZ (from the passenger's viewpoint), Mother Nature behaved herself by providing a not unusual potpourri of mountain conditions of partly cloudy mixed with scattered snow showers, clearing to mostly clear on Sunday. A moment of anxiety was

experienced by some passengers, and most certainly the crew, as the train approached Kremmling on Saturday, when a strange noise accompanied by a rather disturbing vibration began in the dining car "Silver Banquet." After stopping the train and inspecting the underside of the car, it was found that one end of the drive shaft on the generator had failed. Fortunately the train was where maintenance personnel and tools were nearby, and after moving a short distance to the Kremmling station, the crew located an acetylene torch with which they proceeded to cut the shaft off the car. The operation of the diner was not affected, however, and repairs were made in Salt Lake City that night.

At Glenwood Springs, the Hotel Colorado was all set for our arrival. The Hot Springs Pool beckoned some, while others strolled about town or just relaxed at the hotel. An excellent supper was served in two nearby restaurants, after which many returned to the hotel for a showing of the movie classic, THE GENERAL, starring Buster Keaton. Sunday's return to Denver was "on the advertized" and as usual for the winter's trip, hundreds of deer and elk were seen before darkness enveloped the streamliner. A thoroughly enjoyable weekend, thanks in part to a railroad that hasn't forgotten how to treat people who choose to use its services.

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AUTO TRAIN TO DENVER?? - Auto Train Corporation and the State of Colorado are interested in such a possibility to such an extent that the State is going to fund a \$55,000 study to determine the potential market for the concept. Auto Train Corporation has received inquiries of interest from several areas of the country, and has indicated that if someone is that serious about welcoming their business, then that particular entity should display some concrete interest in addition to just talking about it. After a consultant is selected, the study should begin within a few months. The eastern terminus would be a community west of Chicago such as Galesburg. It appears that a BN routing would be considered since the idea of working with Amtrak and the San Francisco Zephyr has been discussed in the past. Such an Auto Train Route is only in the planning and research stage at this time, it should be remembered. Summer tourists and winter skiers from the midwest would be prime customers for the service. Not only would a long, tedious drive be avoided if vacationers desired to bring along their autos, but presumably, they would also prefer to be taken for a ride by an auto train rather than our friendly oil companies!!

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A "GRANDE" REVIEW - The Rio Grande Zephyr was the subject of a rather well written, illustrated article in the March issue of ROCKY MOUNTAIN MAGAZINE, a Denver publication. Entitled "The Last Good Ride", the eleven pages of text and color photographs summarize one individual's favorable impressions of the train and explores the Rio Grande's philosophy of running the RGZ. A beautifully done, fold-out color cover with an artist's rendition of the RGZ graces the front of the magazine. If you are an avid Rio Grande (Zephyr) fan, we feel safe in suggesting that this issue is a must for your reading. The magazine also includes a two-page article on the Colorado Railroad Museum, with an interview with Bob Richardson, a four-page story on the Pueblo Test Track, and a four-page article about Duke, also known as the "Bozeman Beagle," a pooch in that Montana community that used to meet the North Coast Hiawatha every day until the train was axed. The magazine is available at most magazine racks in the Denver area. The Colorado Railroad Museum also received a shipment that has sort of a "deluxe" glossy cover, and the museum will mail a copy for \$1.50 plus \$1.00

to cover postage. Since this is something you normally won't find in your local hobby shop, we thought we'd just mention it. How refreshing to see some favorable publicity about the industry in a non-"railfan" publication, read by the general public!!

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NOT AGAIN!?! Looks like assignment of Superliner cars to the San Francisco Zephyr will be delayed again. Speculation now indicates a mid-summer appearance on the run.

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LIKE PUTTING A MALLET THROUGH THE EYE OF A NEEDLE! The Needle's Eye Tunnel on the old Moffat Road railroad bed over Rollins Pass was the subject of a public hearing held by the Boulder County Public Works Department and the U.S. Forest Service on March 11. The short tunnel above Yankee Doodle Lake on the eastern approach to the pass was blocked last July by falling rock and has been declared unsafe. Five alternatives were explored in respect to the predicament. They included closing nearly all of the Rollins Pass Road, permanently closing the tunnel and road west of the tunnel and east of the high trestles, bypassing the tunnel with a new section of road, daylighting the tunnel, or repairing the tunnel. Closing the road would be the cheapest approach, an option not looked upon favorably by county residents in attendance at the meeting. Daylighting would provide a safe road at a reasonable cost, but would not meet the criteria of the Historic Preservation Act for preserving the integrity of the grade. Bypassing the tunnel would also be "visually repulsive," according to county and state officials, and quite costly. Repairing both the tunnel and trestles is the most expensive alternative. That cost could run as much as \$500,000, and depending upon the availability of funding it, could be five years before such work is accomplished. The public works project engineer stated that repairing the tunnel "is beyond the financial responsibilities of Boulder County." County Commissioner, Margaret Markey, acknowledged at the hearing that it was evident those present want the tunnel reopened but indicated it may take some time. She hoped the public will submit written comments by April 15, to the Boulder County Department of Public Works, P.O. Box 471, Boulder, Colorado 80306.

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JAMES J. HILL, empire builder and founder of the Great Northern, was an extremely thrifty man. Making one of his periodic rounds of inspection one day, he discovered a new track spike on the roadbed. With fire in his eye, and the spike in his hand, he sought the section foreman. The foreman, who must have been one of the quickest thinkers ever born, saw Mr. Hill approaching, saw the spike, guessed what was coming, and hurried to meet him. "Thank goodness you found that spike, Mr. Hill," he exclaimed. "I've had three men looking for it for nearly a week."
(From a Treasury of Railroad Folklore, Botkin & Harlow, Crown Publishers, 1953)

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UNION PACIFIC 8444 has received considerable attention from mechanical forces in Cheyenne this winter. In fact, more work has been done on the big 4-8-4 this year than in recent memory, in preparation for the 1980 schedule. Side rods were dropped for replacement of brass and bushings. Stay bolts and arch brick have been replaced. Most of the throttle assembly has been changed out,

cannibalizing parts from the UP 838.

In May, the 8444 will make the first trip of 1980, traveling to Salt Lake City, Provo, and Las Vegas, to be a part of celebrations held in those cities. On May 17, the steamer will depart Cheyenne, and with stops scheduled for Green River and Salt Lake City, is due to arrive in Las Vegas on May 15. The engine is then to be back in Salt Lake City from May 17 to May 24, when it will run Salt Lake to Provo and return on the 24th and 25th. On May 26, the 8444 will begin the return trip east, stopping off at Green River, and on May 27, will make the final leg of the journey from Green River to Cheyenne.

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THE FEBRUARY ISSUE OF THE ROCKY MOUNTAIN RAIL REPORT carried an item about the plans of the Denver and Rio Grande Western Railroad to remodel the east portal of the Moffat Tunnel. This project would reverse the ventilation of the tunnel, exhausting the smoke to the east rather than to the west. It has been learned that the Moffat Tunnel project has been indefinitely postponed by the railroad, with no indication of the reason or when the project might be resumed.

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THE OVERLAND ROUTE: UNION PACIFIC RAILROAD, by Ross Grenard and John Krause. Now available from Carstens Publications, Inc., P.O. Box 700, Newton, New Jersey, 07860, or your local dealer; price - \$10.00. This 83-page, soft cover book runs the gamut of operations on the Union Pacific during the hey-day of steam, the streamliners, and the first diesels. The many black and white photographs are by the authors, Dick Kindig and Bob Collins.

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ALL OVER - It appears to be the end for the Rock Island Line as its dismal financial situation continues to worsen. Much track will be abandoned while other sections will be purchased by other roads. The future of the Colorado trackage seems to fluctuate almost daily as several possibilities are being explored. Abandonment of the line east of Limon would have a serious impact on the agricultural communities served by the Rock as shipping wheat, corn and other goods by truck would be substantially more expensive. The Rio Grande has expressed an interest in the line to Kansas City, but is concerned about the tremendous amount of rebuilding the track plant is in need of. However, they have offered to immediately take over the operation of some miles of trackage in the Colorado Springs and Denver areas to provide continued service to various industries. Another company, Rail Car Corporation of Colorado Springs, who owns the Cadillac & Lake City, and a freight car rebuilding facility at Pueblo, is interested in the Limon-Colorado Springs and Limon-Denver trackage rights over the UP, and has even tendered an offer to the Rock Island trustees. Understandably, they want the Colorado Springs trackage included, the trackage that the Rio Grande has offered to operate. Another source of revenue to a C&LC operation would be from three "industries" it proposes to locate at sites in the vicinity of Limon. Obviously the coming months will be very interesting as the Rock passes into history.

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IT'S BEEN AWHILE - 150 years ago, the world's first regular steam hauled passenger train began service between Manchester and Liverpool, England. To celebrate this and related events of that period, British Rail is sponsoring a celebration at Rainhill (near Liverpool) with a cavalcade motive power and rolling stock on May 24-26. Member Jean Hann, who recently moved to England from Colorado, sent a number of brochures on this event and other related activities to take place in England this summer, should anyone be interested. If you'd like a copy, send a self-addressed, stamped envelope to the club and we'll return a copy.

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THE SAN FRANCISCO BUSINESS JOURNAL is a weekly publication for the nine-county Bay Area market. The issue of December 31, 1979, features an article on the new San Francisco trolley subway system, called Muni Metro. In light of recent proposals for light rail and other public transportation, a couple of paragraphs from this article are most interesting.

"San Francisco is one of six U. S. cities to retain streetcars, although its five routes and 105 cars represent a shadow of a network that once numbered 700 cars on about 50 routes. There were four streetcar tracks on Market Street for many years, so heavy was the traffic."

"Retention of the streetcars, which are faster and have a greater carrying capacity than buses and are on fixed routes that are barely altered, is generally recognized as a significant factor in the continuation of downtown San Francisco as a major urban center in the 1950's and 1960's."

"A permanent transit line, such as a trolley car route or a subway, tends to stabilize neighborhoods and attract long-term investment."

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THE SILVER SHOP and a dome coach were added to the consist of the Rio Grande Ski Train on March 1, this year for invited guests.

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IT'S GETTING THERE - Reconditioning efforts on the Rio Grande's ex-UP diner have slowed somewhat due to other responsibilities requiring the shop force's attention. The railroad hopes the car will be available for service if needed by this coming summer.

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IF "UINTAH RAILWAY: THE GILSONITE ROUTE" is included in your personal library, you will be interested in an Addenda and Errata that recently became available from the author, Henry Bender, Jr. The four pages and photograph provide additional information about the railroad and correct some errors that found their way into this interesting book about a rather unusual Colorado narrow gauge. Copies of the Addenda and Errata available at the club's March meeting, were all taken, however, Henry would be happy to forward a copy of it upon receipt of a self-addressed stamped envelope. Write to Henry E. Bender, Jr., 6257 Solano Drive, San Jose, California 95119.

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THE DAILY GRIND - Passengers and freight will have a smoother ride over the rails of the Rio Grande with the recent completion of work by a rail grinding train from Speno Rail Services. Starting in Denver, the train worked west as far as Provo, Utah, then returned to do the Craig line, then south over Tennessee Pass to Pueblo, and on up to Denver. The train consisted of D&RGW motive power, a water tank car, four grinder cars, an electrical generator car, a crew car for Speno employees, a tank car for fuel, and an additional one for water, and a Rio Grande caboose. The grinder cars have a total of 96 grinding wheels made of zirconium, which grind off the top surface of the rail, reducing corrugations, rail end batter, flaking, continuous rail high spots, and other rail variances. Moving at the speed of two miles per hour over selected portions of track, the grinder removes about 0.12 inch from the surface of a rail in a single pass. In an average 10-hour day, 18-20 grinding miles can be covered. The unusual looking train makes quite a sight, especially at dusk, with sparks flying from the grinding cars. Side guards prevent sparks from setting fires along the right-of-way, and water sprinklers and hoses can be used for additional fire protection when necessary.

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THE COLORADO SPRINGS SANTA FE DEPOT, which is being renovated as a business center, now has several tenants open for business. The depot is now known as "The Railroad Station," and is home for a variety of businesses, including accountants, property management firms, a hair stylist, title company, and an office of Prudential Insurance, in addition to the developer. The north end waiting platform has been glassed in to make additional office space. Parking areas have been built and landscaping started. Some areas are still under construction, but it is nice to see the old, but picturesque brick and stone structure spruced up and in business again. (From Colorado Midland Chapter, NRHS)

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LOOKING BACK - "The Rocky Mountain Railroad Club is sponsoring an excursion over the lines of the Rio Grande Southern Railroad, May 30 and 31. The consist of this train will be the RGS 20, two D&RGW coaches, and a gondola. The train leaves Ridgway, 7:00 A.M., May 30, and arrives at Dolores about 7:00 P.M. Leaves Dolores, 7:00 A.M., May 31, and arrives at Ridgway about 7:00 P.M. The club must guarantee 50 passengers, and can accommodate a few more. The fare for railroad ticket and noon meal both days is \$13.50, and hotel room, \$1.50."

The above is from a brochure advertising the club excursion over the RGS in 1947. Also included on this flier, were items from the menu of THE HOGAN, at Dolores, where the travelers stopped over night. These items included such delicacies as T-Bone Steak for \$1.50, Chicken Fried Steak at 90¢, Roast Pork for 80¢, and Breakfast at "either 50 or 75 cents."

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SWAP'N SHOP - Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space available basis.

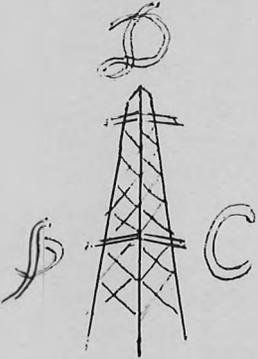
FOR SALE: THE SHAY LOCOMOTIVE - TITAN OF THE TIMBER, by Koch. Book #3156. Best offer over \$50.00. Write: M. ROBERT ANDERSON, 821 7th St. West Des Moines, Iowa, 50265, Phone evenings (515) 277-5023.

WILL TRADE: Or accept the best offer for following issues of Model Trains Magazine: 1954-1960; Model Railroad Magazine: 1960-1978; Trains Magazine: 1963-1965; Railroad Craftsman: 1968-1978.

WANTED: Want photos, tts, passes, keys, locks, lanterns from railroads of the southwest.
FESTUS VON BLON, 1111 Colcord, Waco, Texas 76707.

FOR SALE: To the highest bidder before sold to a book dealer - all new, still in shipping cartons, all numbered copies: DENVER SOUTH PARK & PACIFIC - PICTORIAL SUPPLEMENT; COLORADO MIDLAND; RAILS AROUND GOLD HILL. Bids close May 1, 1980.
JACK I. SOLL, 888 S. Vallejo St., Denver, Colorado 80223

WANTED; As a manufacturer of quality 1/4" scale model railroad kits which deal with Colorado narrow gauge, I have been trying to locate a front view of the Cumbres station (the one torn down in 1954), preferably before the freight door was boarded up. I've located back and end views. I usually pay \$5.00 for a 5x7 or 8x10 black & white. I am in need of at least one picture to confirm the freight door and the agent (or waiting room) door. I would certainly appreciate hearing from anyone with such a photo. (Photo is for reference only, and would not be printed.)
DON BROWN, 34 Ramsey Drive, Summit, New Jersey 07901



WHATISSIT??? Fred Meyers has a set of silver plated flatware with this design on the handles. He wonders if anyone might be able to identify it?
FRED E. MEYERS, 11090 W. 23rd Avenue, Lakewood, CO 80215 Phone: (303) 237-4573

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ROCKY MOUNTAIN



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